



INDEXA

Helping to Make DX Happen Since 1983

Summer 2024

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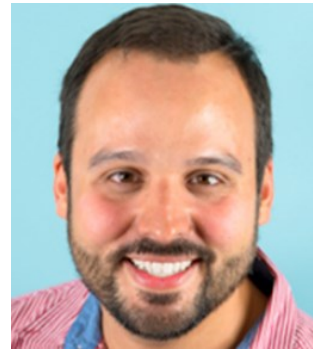
Issue 142

A 501(c)(3) non-profit organization for the enhancement of amateur radio, worldwide peace, and friendship

INDEXA

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Message from the President



Where do we go next INDEXA?

As one gets older in age but wiser in life, there come a time when one have learned from own experience and trial and error. Those mistakes can provide a learning opportunity to improve ourselves and also help others that are coming being in life's Journey.

That also applies to DXpeditions, a wealth of knowledge with some well experienced Expeditioners that are getting high up in age and at some point will become Silent Keys. This is just a fact of life. Like an old African proverb: "When an Elder dies, A library burns to the ground" . but it does not have to be like that.

I would like to make reference to our dear friend and INDEXA Board Member Bob Alphin, K4UEE. A mentor to many and a wealth of knowledge to the Dxpeditiioning community. I am sorry to have met Bob only a few years ago but his guidance and counseling was greatly appreciated even in his last days in this world.

Bob was thinking that his library would not burn. As part of his estate he managed to get donations from friends and personal estate and provided some donations to INDEXA. We have now created the "Next Generation Fund". We are not getting any younger so let's make some resources available for the next generation of Dxpeditiioners. There is an article on page 2 by our Hal W8HC that provides more detail and information.

This new funds will be used to help sponsor and support younger under 35 year old Dxpeditiioners. This will be the new generation that will keep our hobby alive and will make sure that our passion will endure long past after we pass away.

I bring it up to you to think and to consider making a difference and making sure that the library gets passed down and does not get burned to the ground.

Good DX!

73
Otis
NP4G
President
INDEXA

INDEXA announces the “Next Generation Fund” in support of Youth-related DXpeditioning

by Hal, W8HC Secretary-Treasurer INDEXA

For some time now INDEXA has looked at ways to encourage, promote and support youth involvement in the DXpedition side of our great hobby. Over the past few years we have actively supported a few DXpeditions and youth-related projects in hopes that the next generation of DXpeditioners will have the opportunity to experience pileups from the “other side” perhaps igniting a “spark” that may possibly result in the next Lloyd, W6KG (SK) and Iris Colvin, W6QL (SK), Martii Laine, OH2BH or Bob Allphin, K4UEE (SK)... just to name just a few of the DXpedition “Greats.”

Bob Allphin was a legend in the DX community.... A CQ DX Hall of Famer whose credits in DXpeditioning are unsurpassed but by a few. He was a loyal member and officer of INDEXA for many years but sought to continue serving INDEXA even after his passing with his decision to join with a few other INDEXA members in becoming a “Heritage” Class Donor.

Bob made the provision in his estate (will) to provide INDEXA with a legacy gift that will serve the interests of our Association into the future. In fact, K4UEE actually became INDEXA’s first “Heritage” Donor. His wonderful wife Mary knew how much this hobby meant to him and his dedication to DXing and INDEXA. Upon Bob’s passing Mary included in Bob’s obituary that memorial donations in lieu of flowers should be sent to INDEXA. She knew this was something Bob wanted to do.

Some of the members of INDEXA asked Mary if Bob had any specific requests as to how his legacy gift should be directed. She was advised of INDEXA’s interest in making a more concerted effort to support young members of our hobby and that we would like to earmark this money in this way. Mary Allphin agreed.... this was definitely something Bob would want and fully support.

At our April Board of Directors meeting, the INDEXA Board agreed to create a “youth” fund which has subsequently been named the “Next Generation Fund.” Monies from K4UEE’s Memorial Donations and from his estate have now been combined to provide the initial kick-off funding for this “Next Generation Fund.” We are hopeful that that we can grow this fund through support of interested INDEXA members such as you, much like we have the INDEXA “Hams with Hearts” Humanitarian Fund. This fund will be used to support the Next Generation of DXpeditioners.

If you are interested in knowing more about INDEXA’s “Heritage” Donor class, please take a moment to review the website: <https://indexa.org/donors.html> or, if you would like to make a directed donation to our “Next Generation Fund” you can send your donation via PayPal to: treasurer@indexa.org or send your check payable to: INDEXA to 2309 Lincoln Avenue, Saint Albans, WV 25177 USA.

Donations can also be made from the INDEXA website at: <https://indexa.org/application.html>

We would like to acknowledge and thank the following donors to the Bob Allphin, K4UEE Memorial in support of the “Next Generation Fund”:

Gregg Marco, W6IZT
Paul and Mary Jacobson
Bill Atherton
Paul Ewing, N6PSE
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Kathryn Phillips
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Bill Barr, N4NX
Van Herridge, N4VGE

Gary Stouder, K9SG
Frances Crownover
Bob Schenck, N2OO
Billie Kay Pehler
Skip Cameron, W5GAI
Herbert Hatten, W4ASA
Harry Saunders, W4KJ

CB0ZA: A “Complete” DXpedition

Otis NP4G, Hal W8HC

In March of last year (2023), Mike, AB5EB and Otis, NP4G were returning to civilization following their grueling 54-day long journey and 3Y0J DXpedition to Bouvet.

Prior to the trip, Mike had been in contact with Marco, CE1EW about the possibility of doing an IOTA DXpedition in the Patagonian region of Chile (CE). Both Mike and Marco are well known IOTA participants and DXpeditioners. Little did they realize that following their initial discussions, their plans would turn out quite differently after Mike asked Marco if rather than making an IOTA trip, would it be possible to look at doing a DXpedition to Juan Fernandez (CE0Z) instead. Marco was receptive to the idea. He had operated at CE0Z some twenty years ago and with contacts he had established on Robinson Crusoe Island, he felt that a DXpedition from there would be “doable.”



Past DXpeditions to CE0Z took place from either within the town of San Juan Bautista or near to the town— not an optimal QTH location because the town is blocked by the high mountains in almost every direction.

Marco and Mike discussed the idea of activating the island from atop La Centinela (approx. 300m ASL) and providing a clear path to most of the world’s DX communities. La Centinela is also located in Juan Fernandez National Park and with recent interest in activating parks for the popular Parks on the Air (POTA) program, it provided additional incentive to pursue this operating location for our DXpedition. Marco’s initial discussions with National Park Manager Angela Garcia proved to be positive and she agreed to provide the necessary permits allowing us access to the top of the hill for our DXpedition QTH.

Cerro Centinela is also designated as a national historic site on Robinson Crusoe Island. From 1909 until 1927, the Chilean Navy operated a large military communication site from this perch above the Pacific until it was ultimately moved into the town below. The fallen remains of this large concrete facility are an eerie reminder of the island’s first radio transmitter site from the medium’s earliest beginnings. Because of its vantage point and being away from the urban generated RF noise that would be encountered in the town, we recognized this as providing our DXpedition with an excellent operating camp. Besides, Google earth imagery showed us that there was enough flat terrain up there to accommodate our needs.

Just as plans were coming together for this DXpedition, especially with the complex logistics required for getting all of our equipment shipped from the U.S. to Santiago and then by boat to the island, our team received the tragic news in mid-November that our team leader Marco, CE1EW suddenly and unexpectedly became a silent key.

Obviously, the continuation of the DXpedition was in doubt since Marco was the critical team member working with his Chilean contacts in the organizational and planning stages of the DXpedition. The remaining 9 members of the 10 member team discussed if and how the project would continue. Some of the team members opted to drop off of the DXpedition. Ultimately, 7 operators decided to press forward with the DXpedition and dedicate the project in Marco’s memory and honor.

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For CB0ZA team members: Otis, NP4G; Mike, AB5EB; Steve, N2IC; Hal, W8HC; Ezequiel “Ez”, HI3R/NK4DX; Willy, XQ3SK and Mike, AD5A there was much that had to be done if we were going to pull this off. We only had 3 months to pick up the pieces and address all of the various “moving parts” involved including reaching out to all of the people that Marco had been working with at the National Park, the Hosteria where we were going to be staying on the island, arranging transportation, shipment of our equipment from the U.S. to Santiago and then to Robinson Crusoe Island... all of the components of a major tent / generator DXpedition to a remote DXCC entity.

We were very fortunate to have connections in Chile with the sole CE team member Willy, XQ3SK and Guillermo, XQ3SA who were able to handle the logistics from Chile to ensure everything necessary for the DXpedition made it onto the supply vessel and out to Robinson Crusoe Island in time for our arrival to the island on February 10.

The seven members of the CB0ZA team finally came together for the first time in Santiago literally just in time to make our private charter for the two hour flight over the Pacific— next stop - Juan Fernandez Airport.

After an uneventful flight and smooth landing at the airport situated on top of the southwest peninsula of the island, we were told the boat taking us to the town was delayed so the plane’s captain suggested we walk around and see this part of the island. Because the airport is isolated from the town by the northern mountains and there are no inner-connecting roads, visitors coming and going by air to Robinson Crusoe Island are ferried by a one-hour boat ride around the island to the town. Our airplane was the only one scheduled for that day so we had plenty of time to walk down to a scenic overlook and watch the sea lions below while appreciating the beautiful wonders this remote piece of the world had to offer.

Once our boat arrived, a driver took us and our baggage down to the pier in the natural harbor below. The scenic boat ride followed the northern coast of the island and gave us an opportunity to see and appreciate the geological remnants of this volcanic ridge standing as a lone monument in the vast blue waters of the South Pacific.

When we arrived at the dock in San Juan Bautista we were greeted by our host Ramon, owner of the Petit-Breuilh Hosteria, our primary accommodations for the next 2 weeks. Once we cleared our items at the island’s small customs and immigration office, we were driven up the hill to the hosteria and assigned our rooms. Following a brief cleanup, we then convened in the motel’s dining area for a very nice “local” lunch meal and team planning session, our first of many occasions to experience the gracious hospitality of Ramon and his charming assistant Betty.

Immediately after lunch we set about deploying the NexGenRiB (Radio in a Box), designed and built by Gregg, W6IZT and taken as “carry-on” by Hal, W8HC. The RIB station was quickly set up at a nearby location just up the street from the hosteria in town. In less than two hours, Ez, HI3R, Dercel, XQ3SK and Hal, W8HC were able to get CB0ZEW on the air making contacts from town that same evening as when we arrived. Since our spider poles had not yet been delivered we had to improvise with locally sourced materials constructing an antenna using sanitary plumbing.

Meanwhile, a scouting party with Otis, NP4G; Steve, N2IC; Mike, AD5A and Mike, AB5EB made the first trip up the mountain, a harrowing 45-minute drive up Centinela, to get a preliminary look at our CB0ZA operating area in the National Park and discuss plans and preparations for the busy day that was to follow the next morning building our stations up on top of the peak overlooking the town below and the vast Pacific expanse nearly 1000 feet below.

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The next morning the team went up to begin setting up two camps. One was located in the main flat area and the second on higher ground on a knoll overlooking the lower station. Around 2pm local time, Dercel, XQ3SK had the honor of putting CB0ZA on the air while we continued to build more antennas. Once we had both stations up and running we left three operators on site while the rest went down to town to try to get a good night's sleep before beginning the next 24 hour operating shift.

That evening, we began to experience very heavy winds both down in the town but more so up on the mountain. We maintained communications with our teammates on the mountain as they reported the excessive, sustained wind conditions that were causing our "antennas to be taking a beating." Some of them were destroyed within just a few hours after being QRV. With all of those winds, we lost Starlink connectivity on top and were therefore unable to maintain communications between the operating team on top and the rest of the team below during that night.

At sunrise and before we did the morning drive up, calls were made to the operating team with no response from anyone up on the mountain. We had anticipated operating the ARRL DX Contest from the mountaintop but the wind forecast for the weekend was predicted to be stronger than what we had just experienced!

Looking at a potential "Plan B" for the contest, we asked Ramon about the possibility of deploying some antennas near his hotel. He said that there might actually be a better site in town.

After a few minutes on the phone, we took a ride and met up with José at the Aeronautical facilities near Fort Santa Barbara overlooking the harbor at San Juan Bautista. Little did we know that José was a ham back in Santiago with callsign CE3DAC. He told us that the previous DXpeditions to the Island had operated from this area of the Island.

José gave us permission to set up our radio equipment near his facilities and antennas so that evening we decided to proceed to relocate our second station down next to town. When we arrived back that evening to assemble the station, Ez noticed the big tower nearby and closely checked it out. When he realized it was insulated, his eyes started shining thinking about the possibility of putting this tower on the air. We asked José if this would be possible and he said the tower was not in service and we could use it. Ez smiled as he wondered how our low band signals would be heard from this antenna. The tower had been recently installed and did not yet have any antennas installed on it. Ez quickly set about making a feedpoint junction to the tower and radial system. To his delight, he found that the antenna was resonant on the 80M band!



We now had one of our Hex beams and the big Tower on the air that same evening using the callsign CB0ZW originally intended for use in the Contest. But the callsign needed to be different than CB0ZA since it was not inside the National Park... the idea being to use it and keep it separate from the POTA station at CB0ZA up on the mountain top location.

So rather than having one call sign, we were QRV with 6 stations using 3 different call signs— CB0ZEW being operated remotely using a multiband vertical antenna, CB0ZW with the tower and a hexbeam at Fort Santa Barbara down in town and CB0ZA operating with two HF stations and a 6 meter station up on top.

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ARRL DX CW CONTEST

As we continued to operate and work as many stations as possible, the wind forecast for the contest weekend improved so we made the decision to do the contest from the mountain rather than in town. In spite of having access to a 50m commercial tower in town, conditions on the low bands proved to be more effective being away from the noisy urban environment. Steve, N2IC was in charge of our contest strategy which proved to work out quite well for us. We ended up with 3,700 QSO's in our contest log giving us 2nd place honors for South America in the Multi-Single category.



We believe we set a new Chilean M-S record for that contest as well... not too shabby for a DXpedition style (generator powered) contest entry! We also found that being so far south made it very difficult for us on the low bands but we had the best possible site and took advantage of working many multipliers.

HUMANITARIAN PROJECT(S)

As we continued to operate after the contest, in our second week on the air, our plan was to take on some planned humanitarian projects in town. Little did we know that our efforts would be so well received!

As part of our INDEXA Humanitarian grant we purchased, brought, assembled and trained the Island's Woman's Association with a 3D Printer, the first one on the island.

Since Robinson Crusoe Island is only supplied twice a month by sea, ordering a part can potentially take months. It was felt that by having a 3D printer available, it might be possible for the Islanders to print parts in a couple of hours that might otherwise take weeks to be delivered.

CONAF (Park Agency) Manager Angela Garcia informed us that the repeater in use for the park service had not been working for the last 2 years. This same repeater site also was used by the local fisherman's syndicate as well as the Chilean Navy for its repeater network.

Angela had received some replacement items for the park repeater and was awaiting a visit from a technician to make the install up there. She asked us if we could come to her Park office and help inventory the items to make sure they had all the parts needed. She then asked us if it would be possible for us to visit the actual repeater site and perform a visual inspection of the repeater comm. system. Obviously, "NO" was not going to be the answer.

The next morning, team members Ez, HI3R and Willy, XQ3SA were met down at the port by the chief Naval officer, the head of the Island's fisherman association, Angela and Ignacio from CONAF.

Following a 20 minute boat ride to the bottom of Cerro Alto, the highest mountain on the north shore of the island, the small work party ascended this very difficult peak requiring a 3.5 hour climb to the summit and traversing sections with a difficult 20 degree inclination.

Once they finally arrived at the top and were able to catch their breath, they accessed the repeaters and evaluated all of the communication equipment to see if there was a chance of repairing and making at least one of the repeaters operational again. They had brought the replacement parts from CONAF and found some other supplies in the small repeater housing.

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Ez and Willy were able to repair the CONAF repeater and return it to the air. They were also able to repair the repeater used by the fishermen's association making it operational for the first time in 2 years! Now the local fishermen can communicate with each other and with on island stations whenever they are out to sea working.

Word spread quickly around the island that members of our team had electronic and technical expertise to fix and repair certain types of equipment. We were next approached by the hospital and asked if we might be able to evaluate some equipment that was out of service. We found that they had three autoclave units (sterilizers) that were broken and they were thus limited to a single functioning unit for the entire hospital.

As luck would have it, Ez happens to be a biomedical engineer owning a medical equipment repair company in Florida. He was able to quickly examine the units and successfully repaired two of the autoclaves. He then provided a brief in-service presentation to the hospital staff about proper equipment maintenance and how they could extend the life of this equipment in order to provide proper health services for the local population.



Even during our last day on the Island, we received a call from the local police department telling us about a problem with their VHF radio system having limited range. Upon inspection, we found that the power supply was not charging the batteries properly as it had somehow been damaged. Fortunately, we had a "spare" 12VDC power supply which our DXpedition graciously donated to the local Policía allowing them to once again communicate via radio on the Island.

CONCLUSION–

As we continued to operate in the last few days of the DXpedition, we paid attention to the low bands and tried to maximize the openings to Europe, JA and North America. Our 7 man operation included some complicated nights with less than optimal weather condx. We each had to operate 24 hour shifts and since we only had 7 operators, we had to use our resources carefully.

During our last day of operation, around 4am local time, we crossed the 100K QSO goal. Originally, Marco projected us possibly attaining 50-60 thousand contacts... which we easily surpassed! We are certain that Marco would be very proud of our accomplishments, not only in terms of providing CB0Z to the DX Community but also to the impact our DXpedition made to the local Robinson Crusoe Island community.



On our last evening on the Island we were treated to a wonderful Chilean Asado (BBQ) with awesome Chilean wine and great company. We took time to celebrate our accomplishments and enjoy the great Juan Fernandez Hospitality. We were assured that the local people were very happy to have hosted us for two weeks and knowing that we were departing the island in better condition than we found it.

This DXpedition not only involved making radio contacts but more importantly, the opportunity to serve the locals sharing a few of the benefits that accompany our great hobby.

This was truly a complete and successful DXpedition!

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| Band | CW | | Digital | | Phone | | All | | Countries |
|------|-------|------|---------|------|-------|-----|--------|-------|-----------|
| | QSOs | % | QSOs | % | QSOs | % | QSOs | % | |
| 160 | 70 | 0.1 | 1227 | 1.1 | | | 1297 | 1.2 | 61 |
| 80 | 490 | 0.5 | 3597 | 3.4 | | | 4087 | 3.8 | 82 |
| 40 | 3064 | 2.9 | 7769 | 7.3 | 512 | 0.5 | 11345 | 10.6 | 108 |
| 20 | 3159 | 3.0 | 10304 | 9.6 | 1936 | 1.8 | 15399 | 14.4 | 126 |
| 15 | 4235 | 4.0 | 8941 | 8.4 | 1766 | 1.7 | 14942 | 14.0 | 125 |
| 10 | 5031 | 4.7 | 12239 | 11.4 | 3580 | 3.3 | 20850 | 19.5 | 136 |
| 30 | 1462 | 1.4 | 6061 | 5.7 | | | 7523 | 7.0 | 101 |
| 17 | 2258 | 2.1 | 10939 | 10.2 | 1395 | 1.3 | 14592 | 13.6 | 118 |
| 12 | 2977 | 2.8 | 9754 | 9.1 | 1344 | 1.3 | 14075 | 13.2 | 117 |
| 60 | | | 1001 | 0.9 | | | 1001 | 0.9 | 54 |
| 6 | 46 | 0.0 | 1754 | 1.6 | 31 | 0.0 | 1835 | 1.7 | 56 |
| All | 22792 | 21.3 | 73586 | 68.8 | 10564 | 9.9 | 106946 | 100.0 | |

Continents

| Continent | | QSOs | | | | | | | | | | | | | | | |
|-----------|---------------|------|------|------|------|------|-------|------|------|------|-----|-----|-------|------|-------|---------|-------|
| | | 160 | 80 | 40 | 20 | 15 | 10 | 30 | 17 | 12 | 60 | 6 | All | % | CW | Digital | Phone |
| NA | North America | 731 | 1841 | 3600 | 4429 | 6441 | 6933 | 1866 | 4354 | 4345 | 487 | 741 | 35768 | 33.4 | 11551 | 18708 | 5509 |
| SA | South America | 92 | 284 | 571 | 699 | 841 | 942 | 274 | 672 | 651 | 75 | 632 | 5733 | 5.4 | 800 | 3796 | 1133 |
| EU | Europe | 330 | 1362 | 2653 | 5246 | 5264 | 11082 | 1610 | 4433 | 6181 | 429 | 272 | 38862 | 36.3 | 7189 | 28493 | 3180 |
| AF | Africa | 5 | 14 | 34 | 61 | 120 | 174 | 23 | 93 | 124 | 3 | 51 | 702 | 0.7 | 127 | 447 | 128 |
| AS | Asia | 133 | 532 | 4249 | 4726 | 2141 | 1691 | 3558 | 4863 | 2729 | 1 | 136 | 24759 | 23.2 | 2929 | 21259 | 571 |
| OC | Oceania | 6 | 54 | 238 | 235 | 135 | 25 | 192 | 175 | 42 | 6 | | 1108 | 1.0 | 195 | 870 | 43 |

73 from the CB0ZA, CB0ZW and CB0ZEW Team!

8R7X – Guyana 2024 - The Next Generation -



Preface

8R7X was a DXPedition to Guyana in February 2024 where the team spent 14 days in Guyana making 73,500 QSOs on CW, SSB, RTTY, FT8 and FM. Guyana was ranked #96 in the DXCC Most Wanted list according to Clublog (*Clublog: 12th February 2024*). The team was made up of 4 young operators with an average age of 24 years, from 3 countries in Europe. How did we do it? Let's find out ...

Introduction

Guyana is a South American nation located on the North East coast of continental South America. Guyana shares a border to the North West with Venezuela, to the South West with Brazil, Suriname is to the East and the Atlantic Ocean is directly North. Guyana sits close to the equator at only 4° latitude, making this a very tropical climate to visit. Guyana is famous for its production of sugarcane; You might have heard of Demerara sugar? It is made in the Demerara region of Guyana and distributed worldwide. Guyana is also famous for its outstanding natural beauty and its kind, welcoming people. Guyana offered our team a comfortable home for 2 weeks whilst we indulged in our beloved hobby, putting Guyana on the map for thousands of radio amateurs worldwide.

Why Guyana?

Guyana was first brought to the attention of the team when a visiting ham, Rudi 8R1/AH0G was on the air in 2018. Jamie MØSDV was able to work Rudi on 80m CW, planting the seed for a future DXPedition. Jamie was able to reach out to Rudi to gain some insight into amateur radio life in Guyana which helped enormously in the first steps of planning the DXPedition. The information received suggested that doing a DXPedition to Guyana would be challenging but rewarding, and so the process began. There are many factors that played into choosing Guyana as the DXCC entity of choice for this DXPedition, from culture, most wanted ranking, accessibility, and achievability. Guyana was ranked #96 on Clublog's Most Wanted list making it a very attractive country to DXers. The country is relatively easy to travel to with connecting flights from major cities such as New York and Miami.

The Team

Our operating team consisted of four young radio hams who have a love for amateur radio and traveling. We have a combined average age of 24 years old and have shared various experiences through the hobby. We have all been fortunate enough to experience DXPeditions as part of experienced teams which have given us a huge advantage in taking on this challenge. Our team is as follows;

Jamie Williams - MØSDV

Jamie, 23 years old from Staffordshire in England has an extensive history in amateur radio dating back only 9 years to 2015 where he has been involved in contesting and DXpeditioning including with some world-renowned teams. Jamie started traveling in 2017 where he met Philipp DK6SP in Munich who he would travel the world with for many years to come. Jamie has been QRV with such callsigns as PJ2/MØSDV, PJ4V, 5V7EI, 3B8M, and M6T. Jamie was also part of Youth Team #2 at WRTC 2022 in Bologna Italy where he operated as I47B with teammate DK6SP. Jamie is a proficient SSB and CW operator with good experience in pileup management. His favorite mode to operate is CW.

Philipp Springer - DK6SP

Philipp, a 26-year-old from Erding, Germany, developed an interest in amateur radio in 2008 after attending a soldering course at his local radio club with some friends. It was through this club that he was introduced to the world of radio and began making QSOs. Philipp received his novice class license, DO6PS, in 2011 and gained full privileges in 2013 with the callsign DK6SP. During these formative years, he rapidly advanced his operating skills, learning Morse code (CW) and how to manage pileups. Philipp has since participated in numerous DXPeditions and has competed in many contests, including representing a youth team at the World Radiosport Team Championship (WRTC) on two occasions.

Sven Lovric - DJ4MX

Sven, aged 21 from Munich, Germany is currently studying mechatronics and got interested in amateur radio through his father Mario, DJ2MX, for this reason Sven has been in contact with radio for almost all his life. Sven first started operating under the training callsign DN5MX in 2015. Most of the time he is operating CW, SSB, or RTTY contests from his small home station in Munich, but in the past, he was also operating from stations like E7DX, M6T, ED1R, NP4Z, etc.

Tomi Varrò - HA8RT

Tomi, aged 25 was born in Szeged Hungary where he studied IT engineering and currently living in Helsinki, Finland. Tomi was first licensed at age 14 and is now a seasoned amateur radio contester as part of the HG6N team. Tomi has operated in many places around the world such as OH5Z, K3LR, ES9C, 9A1A, and C4HQ. Tomi is proficient in CW as his preferred mode and has participated in HST (High-Speed Telegraphy) events on multiple occasions.

Our operating team has also been supported by other radios hams. There are too many to introduce everyone in great detail; however, primarily we'd like to highlight the work of Raj Naraine 8R1RPN who had provided local and logistical support in Guyana, giving the team a direct line to communicate with Guyanese authorities to make the process seamless. Charles Willmott MØOXO provides a QSL service utilizing his bespoke OQRS system, Charles has been managing our logs, LOTW upload, busted calls, and will soon be delivering our QSL card to hams worldwide. We'd also like to recognize the contributions and efforts made by Markus Grundner DG8MG for providing the main 8R7X preparation location and logistics DXPedition. Also, many others have been contributing their time towards the project. Without their support, this would not be possible.

The License

Before embarking on this project, we were advised by multiple people that obtaining an amateur radio license in Guyana would be particularly challenging as the country is not well accustomed to visiting hams. We sought advice from hams who had previously been granted a license to operate in Guyana and were advised that it is a long-drawn-out process which might not yield any results. Jamie, MØSDV was deemed the most likely of the team members to obtain a license due to being a native English speaker (English is the language spoken in Guyana) as well as having cultural connections through what was the Commonwealth of Nations. In 2018, Jamie wrote to frequency management in Georgetown, Guyana who provided the necessary information to obtain the license. Jamie completed documentation, provided identification, proof of his UK license qualifications, and provided a full background check as requested by Guyana security officials. Once this documentation had been submitted it took over 7 months to receive any formal documentation back. The license cost \$12 USD, which was paid by a local contact in Guyana and Jamie received his license for 8R1DV. Then disaster struck! The world was closed down by the COVID-19 pandemic, postponing the trip and in the time elapsed through the lockdowns, 8R1DV expired so the process had to be started again.

In early 2023, Jamie once again wrote to the frequency management in Guyana to request that his license was renewed and during this process, he also requested that 8R7X was allocated for a team operation. This was all agreed in theory but the reality was that things had changed. The local contact used before had disappeared and was not contactable to visit the frequency management in person and the process of renewal was taking a very long time. Frequency management told us that there had been some legislative changes meaning we would be delayed in getting the license, but no timeframe was offered causing a large degree of uncertainty. By this time the DXPedition had already been announced based on the initial agreement we had to renew the license before learning about any changes.

While discussing our challenges with friends we were introduced through mutual friendship and past experience to Raj 8R1RPN, a local ham who lives in Georgetown Guyana who had been heavily involved in contesting with various well-known testers and DXers worldwide. We were introduced to Raj via email and we soon had a man inside Guyana who knew the system like the back of his hand. Raj made many trips to the frequency management office and spoke with local government ministers who would eventually take us to the director of telecommunications in Guyana. We were able to directly negotiate the renewal of 8R1DV and even get authority to operate with 8R7X for our DXPedition. This is not a small accomplishment as never in the history of amateur radio in Guyana has the '8R7' prefix been issued to anybody, making this callsign truly unique.

Planning Phase including Sponsors

As many will know, a trip of this magnitude costs a good sum of money to achieve. The team, largely still being in some form of education, needed some support so started to approach various DX foundations to apply for a DXPedition grant. We were very pleasantly surprised by the uptake and support from the DX community in helping to achieve our goals. We were able to secure adequate funding to support the DXPedition and through their new youth initiative, North California DX Foundation even covered the costs of travel for the youngest team member Sven, DJ4MX, passing on the message, "If NCDXF has already provided a grant to your DXPedition, we will



8R7X Co-Lead DK6SP together with NCDXF Vice President K9CT at Dayton Hamvention 2023.

also underwrite the cost of any young operators who join the team." In addition to foundation support, individual donors and commercial sponsors played crucial roles. Companies like ICOM America and DXEngineering, among others, provided essential equipment and resources, ensuring we had access to top-of-the-line technology.

Furthermore, we were fortunate to have generous offers from supporters who lent us critical pieces of equipment such as amplifiers and laptops. These contributions were invaluable, enhancing our set-up without necessitating further purchases. This broad base of support not only alleviated financial burdens but also enhanced our operational capabilities. We then started gathering materials. We would need masts, poles, wire, ropes, and of course radios. A good amount of this equipment already belonged to team members. Other items were purchased by team members for use in this DXPedition and future projects. Anything missing was purchased ahead of time with the help of our supporters. This collaborative effort between foundations, individuals, and commercial sponsors truly embodies the spirit of the amateur radio community.



DJ4MX configuring the 3x ICOM IC-7610's sponsored by ICOM USA and DXEngineering.

Detailed Preparations

As the team embarked on their first DXPedition without their mentors (Elmers), they aimed to be less reliant on borrowed equipment by preparing their own gear. They reached out to various companies for sponsorships, receiving products at discounted rates or for free. This kick-started the project, with the team gathering necessary equipment and storing it at the logistics headquarters provided by our supporter DG8MG. They held two main preparation weekends at this location, investing many hours into the process. Tasks included assembling Mastrant guy wires for 10m aluminum and Spiderpole masts provided by Spiderbeam, installing connectors on Messi & Paoloni coaxial cables, and planning and building wire verticals, including "The Beast" – primarily used for 160m as a L antenna – on a 22m Spiderpole. Existing high-band beams like the MW0JZE/G3TXQ 6-band Hexbeam and a 3-band Spiderbeam were also set up multiple times for practice. Receive antennas from ham-parts.shop were built and tested for functionality in Guyana. Upon receiving 3x ICOM IC-7610 radios and 5x power supplies sponsored by ICOM USA and DXEngineering, the team set up the radios and reconfigured the power supplies from 110 V to 220 V for use in Guyana. They also set up and tested 5x laptops to accompany the radios. Additionally, various control cables, footswitches, headset adapters, and guy anchors were produced and tested. Local contributors and helpers were involved to meet set targets way in advance of the departure date.



Testing the setup of a Spiderbeam for 10m, 15m and 20m in advance of 8R7X.

After preparation, the equipment was weighed, packed, and distributed among available suitcases, totaling approximately 350 kg. The team acquired used hard-case Samsonite suitcases for this purpose, padding the equipment with bubble wrap. They cleared the equipment with German customs to avoid issues with exporting to Guyana and importing back to Germany, having the necessary paperwork ready well in advance.

During preparation, the team had several phone calls with local Guyanese contact Raj Naraine 8R1RPN to finalize their location and work out the electrical situation. They opted to use the 220 V mains connection and installed an

additional 60 A breaker leading into 4 lines with a 20 A breaker, ensuring separate circuits for all planned stations. As departure approached, the team checked in a day early at Munich airport, with all suitcases cleared without issues on their Lufthansa flight to Miami. They then departed for Georgetown, Guyana, from Miami and thus completed their journey.

Targets

The team aimed to achieve over 30,000 QSOs across modes such as CW, SSB, RTTY, and FT8, with a specific goal of making more than 2,000 of these in RTTY. The focus was on addressing the latest Clublog Most Wanted Ranking, ensuring various parts of the world would benefit from the operation. Priority was also given to low band operations, taking advantage of the expected lower noise level at the rural QTH. Participation in the ARRL CW 2024 contest as a Multi Operator / Single Transmitter (M/S) entry was planned. The team intended to upload QSOs to Clublog and LOTW as frequently as possible, and a Clublog livestream was anticipated, provided the internet connection was stable enough.

Location

The rural QTH, a small village called Baiabu in Mahaica-Berbice, is located around 35 km south-east of the capital Georgetown in locator GJ16BN. Thus, there was hope for quiet bands. Furthermore, the location is only about 15 km away from the sea and thus the saltwater, enhancing our transmission capabilities due to the beneficial effects of saltwater on radio signals. The hosts were happy with the planned antennas for the time of our stay and already offered their full support of the activity in any way possible in advance on their family weekend home. This support from the local community is crucial as it facilitates smoother operations and logistics. Their familiarity with the area and willingness to assist did significantly influence the success of our DXPedition.

Due to the availability of both 110 V and 220 V power sources, and a 60 A breaker at the location, the team arranged to install a 220 V setup, which included a dedicated 20 A breaker for each station. Local electricians prepared this setup for all four stations and had everything wired and ready for our arrival. Additionally, we had a 10 kVA generator on site as a backup solution, which proved essential as it was used several times during power outages.

The 8R7X Setup

Our DXPedition setup in the tranquil village of Baiabu, Guyana, was a marvel of amateur radio engineering, designed to ensure a successful and extensive communication reach. The strategic planning and arrangement of our equipment allowed us to cover a wide array of frequencies with efficiency and clarity.

At the heart of our station were the antennas, thoughtfully chosen and arranged to cover necessary bands and optimize space. We deployed two Hexbeams for the 20m to 6m bands, and a Spiderbeam for 20/15/10m, efficiently triplexed using a 4O3A Triplexer equipped with high-power bandpass filters to maintain signal purity. Additionally, a DXCommander Vertical spanned from 40m to 10m, with specific verticals set up for the 30m and 40m bands. For the lower bands, we utilized an L-antenna for 80m and introduced "The Beast", an L-antenna designed for 160m but also serving as a vertical on 80m mounted on a 22m high Spiderpole.



Various transmit antennas installed at the 8R7X Location.

For reception, we installed two reversible Beverage on Ground (BOG) systems. These systems were crucial for picking up weaker signals and allowed us to switch directions based on propagation conditions, significantly enhancing our reception capabilities.

Powering our transmissions, we equipped the site with two Expert 1k3 amplifiers, one Expert 1k5, and an ACOM 500S. This suite of amplifiers provided the necessary power boost to ensure our signals were robust and reached far into the international amateur radio community. The operation was powered by an impressive lineup of radios including three ICOM IC-7610 units, which were generously sponsored by ICOM USA and DXEngineering, alongside an ICOM IC-7300 and an Elecraft K3S. These radios are known for their reliability, and the sponsorship was a testament to the support we received from the amateur radio industry. To manage the complex array of equipment, we used approximately 400 meters of coaxial cable to connect the

antennas with the radios. Five laptops were strategically placed for logging purposes, ensuring every contact was recorded accurately and efficiently. Despite the challenge of a newly developed garden full of fruit trees that limited our antenna placement options, the antennas were set up effectively around the yard. This setup not only made the best use of the available space but also ensured that each antenna operated at its optimal capacity without noticeable interference. This comprehensive and meticulously planned setup underscored our commitment to achieving a high-performance operation. The 8R7X team's effort in crafting such an advanced station was pivotal in making numerous global contacts, showcasing the collaborative spirit and technical prowess of the amateur radio community.



The 8R7X QTH, a family weekend house, located in Baiabu, Mahaica-Berbice, Guyana.



HA8RT and MØSDV operating the 8R7X setup.

Travel

Traveling to Guyana is straightforward. From the UK, there are direct flights that stop in St Lucia for refueling. Flights from Europe typically connect in Miami, USA, for onward travel to Guyana. The team, hailing from three different countries, chose to convene in Miami. Philipp, Sven, and Tomi took a flight from Munich, Germany, to Miami on February 11th, while Jamie departed from London Heathrow to Miami on February 13th. Transporting operators to Guyana was the simpler part of the journey; the real challenge was handling 14 pieces of luggage weighing approximately 350 kg, including multiple long bags. Additionally, during the connection in Miami, the team had to reclaim and re-check all luggage items before proceeding to their departure, which significantly shortened the available layover time.



DJ4MX with the 8R7X suitcases at MIA airport.

However, the process went relatively smoothly, with only one instance requiring repacking due to bags exceeding the weight limit. The team gathered on the afternoon of February 13th at the gate in Miami, ready for their next flight to Georgetown. They arrived at Cheddi Jagan International Airport around 23:30 local time.

To streamline the entry process, the team had preemptively provided a comprehensive list of their equipment to Raj 8R1RPN, who had forwarded it to the frequency management for approval and coordinated with customs to facilitate and expedite their clearance. Upon arrival, the customs process was quick and straightforward. After reviewing the provided documents, the team was able to exit the customs hall swiftly with all their luggage. They then loaded everything into a minibus and embarked on the long drive to their operating QTH, arriving by 03:00 local time.

Operations

Once the team arrived at the QTH they immediately started to unpack. It was very early in the morning so we could not start putting up antennas but the shack build began through the night as we were eager to waste no time in getting on air. For this DXPedition we used five radios, along with four amplifiers. These were quickly unpacked and we started building and wiring the shack. At the first sunrise, we were outside building antennas. We started with the higher bands building the two Hexbeams and the Spiderbeam. We then moved onto setting up low band antennas from 30m through 160m. The team did not set up any 60m antennas as this band was not covered by the license. Throughout this process, smaller transportation damages were fixed on-site as well. In total, setting up took around 2 days, but from day 1 we ensured having at least 2 operators on the air whilst the other two built the antennas with the help of the facility caretaker who provided us with some extra muscles when required. The first contact was established directly after arrival on Tuesday, 13th February 2024 at 1519 UTC.

We anticipated that there would be big pileups but nothing can prepare you for being behind the radio when the calls start rolling in. The pileups were loud, wide, and from all parts of the world. We were running pileups in multiple modes at a very fast rate putting over 10,000 QSOs in the log within the first 2 days. Bearing in mind that our goal for the entire duration of the DXPedition was 30,000 QSOs we knew that we were in for a fun time.

Contests

During our expedition, we participated in two major contests, each presenting unique challenges and opportunities for the team to showcase its capabilities.



First contact in the log on 17m band.

ARRL CW Contest:

The ARRL CW contest was a critical component of our expedition, primarily because it served as a platform for WRTC qualification and an opportunity to set new records. After the contest, the publication of claimed scores suggested promising results that could potentially enhance our standings. Originally, our intent was to focus on working stations in North America as per the contest rules. However, the rarity of Guyana on the CW bands for Asian and European operators meant that we also engaged with many callers from these regions. The phrase "all who called were worked" became a testament to our inclusive and comprehensive approach to the contest. Operating in the M/2 high power category, we demonstrated excellent team performance, effectively managing pileups and maximizing our score.

CQ 160 SSB Contest:

Our participation in the CQ 160 SSB Contest was limited to just the first night, as logistical necessities required us to begin packing up afterwards. Despite the short operating window, the team faced additional challenges due to less than ideal conditions specifically, a very noisy environment and the absence of our receive antennas, which had been dismantled earlier. Even under these constraints, we managed to surprise a few operators with a very rare multiplier from Guyana, adding an element of excitement to the contest. Impressively, we set a new claimed record for the M/S high power entry from Guyana. This achievement was particularly notable given the brief duration we were on the air and the imminent departure. The team's performance was commendable, showcasing our ability to adapt and excel even in suboptimal conditions.

Overall, these contests highlighted our team's resilience and skill, contributing significantly to the success of our expedition. Each member played a vital role in overcoming the challenges and achieving remarkable results in both contests.

Exploring Guyana: Culture, Cuisine, and Countryside

Our trip to Guyana transcended a typical amateur radio expedition; it became a deep dive into the nation's vibrant culture, especially as our visit coincided with Mashramani, Guyana's national independence celebration. This festival, named from an Indigenous Amerindian word meaning "celebration after cooperative work," featured parades, music, dancing, and local crafts, showcasing the diverse cultural tapestry of the country. Culinary experiences were a highlight of our visit. We savored a variety of local dishes and were able to sample the local beers and renowned Guyanese rum which added another layer to our cultural immersion. With each drink we were reflecting the rich natural resources of the region.



Mashramani festivities in Georgetown, Guyana.



Team 8R7X on a SUV tour through Guyana.

An SUV tour through the lush Guyanese countryside allowed us to appreciate the natural beauty and ecological diversity of the region firsthand. From vast rainforests to serene villages, the landscapes were as breathtaking as they were pristine. Through celebrating Mashramani with the locals, enjoying traditional Guyanese cuisine, and exploring the countryside, our visit to Guyana was as enriching culturally as it was fulfilling our amateur radio goals. The warmth of the Guyanese people and the richness of their traditions made our experience unforgettable.

Packing Away and Returning Home

The 8R7X DXPedition concluded its transmissions on Sunday, 25th February 2024, at 1121 UTC. The process of packing up was smooth and efficient, completed in just a few hours. All equipment was meticulously weighed and packed into 14 luggage pieces to comply with airline regulations. With everything securely loaded into the mini-bus, the team set off for Georgetown.

Upon arrival in the capital, the team was warmly welcomed by their local supporter, Raj 8R1RPN, and host Maurice. Raj invited the team to his home for a special dinner, where they were joined by their accompanying families. This gathering provided a wonderful opportunity to recap the entire DXPedition, sharing stories and experiences over an amazing dinner setup.



Farewell dinner at 8R1RPN with local supporters.

Following a brief night at a local hotel, the team left early for the airport, only to discover a 6-hour flight delay. They used this unexpected downtime to catch up on some much-needed sleep. Fortunately, the process of checking in the luggage went smoothly, and the team proceeded to the gate without any issues. While awaiting their flight to Miami, the team was approached by a gentleman who recognized them. He introduced himself as the head of the communications authority of Guyana and expressed keen interest in learning more about amateur radio. This impromptu meeting turned out to be an excellent opportunity to present the DXPedition and discuss the broader implications and joys of amateur radio, casting the hobby in a very positive light. This unexpected encounter, although brief, was potentially fruitful and underscored the wide-reaching impact of their efforts.

Upon arrival back in Miami, the team parted ways as MØSDV had to quickly continue on to the UK. The remaining members had the chance to meet with Ez NK4DX / HI3R and his wife Ana in Miami. Ez, a member of the CB0ZA team, shared insights from his own successful DXPedition, facilitating a meaningful exchange of ideas and experiences.

A few days later, all crew members and their equipment safely arrived back in Munich, Germany, marking the end of an adventurous and successful DXPedition. This journey not only achieved its radio-related goals but also fostered international friendships and expanded the understanding and appreciation of amateur radio across continents.

Conclusion of the 8R7X DXPedition

As we reflect on the remarkable journey that was the 8R7X DXPedition, it is with a profound sense of achievement and gratitude. Throughout the operation, we experienced very little deliberate QRM (DQRM); callers were exceptionally well-behaved during pileups, which greatly contributed to the smooth flow of communications and was much appreciated by our team. Pileups continued vigorously until the very last day, showcasing the high level of interest and engagement from the global amateur radio community.

A significant accomplishment of our expedition was assisting numerous amateur radio enthusiasts in achieving an ATNO (All Time New One) and securing new bandslots. These milestones are what make DXPeditions so rewarding, and we are thrilled to have played a part in helping the community reach these goals. It was particularly gratifying to provide the very rare entity of Guyana for Asian and Oceanian stations on the low bands, where the excitement was palpable.

We proudly met all the targets set before the expedition, a testament to the meticulous planning, dedication, and passion of everyone involved. Power distribution from 220 V to all stations was perfectly prepared, and breakers never went off, ensuring uninterrupted operation. Even during minor power outages, the generator on site covered all our needs seamlessly. The generally favorable weather also aided our efforts in building antennas efficiently.



*8R7X meets CB0ZA in Miami, FL, USA;
L-R: Ana, Ez NK4DX / HI3R, Tomi HA8RT,
Sven DJ4MX and Philipp DK6SP.*

However, operating from such an equatorial location brought its own set of challenges. There was significant QRN (radio noise) during the nights, and the dawn/greyline periods were marked by swarms of mosquitoes, testing our resilience and adaptability. Despite these hurdles, the team managed to navigate through, especially when Asia was open and we faced the biggest wall of weak callers due to the challenging path via the North Pole.

Such success could not have been possible without the extensive support we received. We owe a tremendous thank you to all our supporters, helpers, foundations, and clubs whose contributions were invaluable. Their support not only facilitated our logistical and operational needs but also enriched our experience.

Special thanks are due to our local supporters in Guyana, Raj (8R1RPN) and Maurice. Their hospitality and efforts provided us with an exciting and amazing time in Guyana. Their kindness and assistance were integral to the success and enjoyment of our stay.



L-R: Philipp DK6SP, Jamie MØSDV, Raj 8R1RPN, Sven DJ4MX and Tomi HA8RT.

We also extend our immense gratitude to our QSL Manager, Charles MØOXO, who has been instrumental in managing the "Not in Log" requests, uploading our logbook to LOTW daily, and handling the QSL cards for the global amateur radio community. His dedication ensures that our contacts are confirmed and recognized, which is crucial for the amateur radio operators we connected with during the expedition.

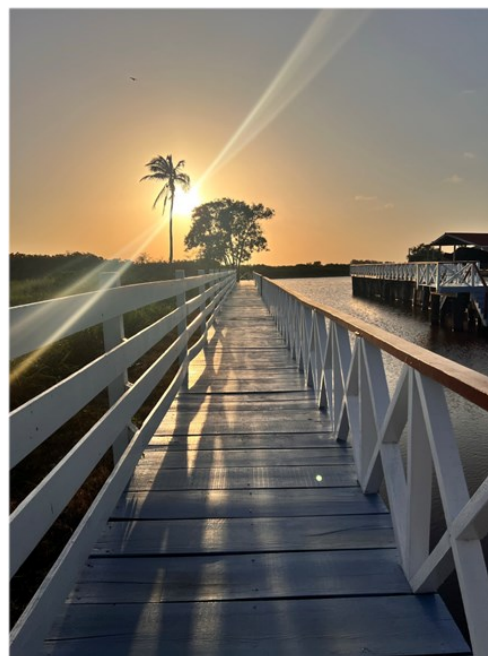
Lastly, we cherish the new friendships forged through this adventure. The connections made with fellow radio enthusiasts around the world are invaluable and stand as a testament to the unifying power of amateur radio.

In closing, the 8R7X DXPedition was not just an operation; it was a celebration of international amateur radio spirit, cooperation, and the joy of connecting across continents. We look forward to future opportunities to engage with the amateur radio community in new and exciting ways.

Thank you to everyone who joined us in making this experience truly memorable.

For those interested in exploring further, additional photos covering the whole process are available on the project website at www.8R-2024.com.

Only one question remains for now ...
"Where do we go next?"



Sunset at the 8R7X QTH in Baiabu, Guyana.

Statistics

Source of all statistics screenshots is clublog.org – 10th May 2024

Operating Time

First QSO: 2024-02-13 15:19:16
Last QSO: 2024-02-25 11:21:00
Number of days: 11.83

Band/Mode breakdown

| Band | SSB | CW | RTTY | FT8 | FM | Total | Total % |
|--------|-------|-------|------|-------|-----|-------|---------|
| 160 | 151 | 1426 | 13 | 1247 | 0 | 2837 | 3.9% |
| 80 | 229 | 1780 | 108 | 1981 | 0 | 4098 | 5.6% |
| 40 | 1530 | 2647 | 69 | 2545 | 0 | 6791 | 9.2% |
| 30 | 0 | 2245 | 63 | 3835 | 0 | 6143 | 8.4% |
| 20 | 1877 | 4050 | 392 | 4538 | 0 | 10857 | 14.8% |
| 17 | 2100 | 3503 | 672 | 3393 | 0 | 9668 | 13.2% |
| 15 | 3720 | 3910 | 363 | 2070 | 0 | 10063 | 13.7% |
| 12 | 3217 | 3359 | 724 | 2646 | 0 | 9946 | 13.5% |
| 10 | 4151 | 4163 | 166 | 4108 | 209 | 12797 | 17.4% |
| 6 | 26 | 27 | 0 | 247 | 0 | 300 | 0.4% |
| Totals | 17001 | 27110 | 2570 | 26610 | 209 | 73500 | |

Number of QSOs

Total QSOs: 73,500
Unique Calls: 18,396
Duplicate QSOs: 2,156 (2.93%)

DXCC by Band/Mode breakdown

| | SSB | CW | RTTY | FT8 | FM | Total |
|--------|-----|-----|------|-----|----|-------|
| 160 | 35 | 66 | 6 | 67 | 0 | 82 |
| 80 | 39 | 67 | 30 | 78 | 0 | 83 |
| 40 | 80 | 74 | 21 | 86 | 0 | 104 |
| 30 | 0 | 82 | 19 | 96 | 0 | 102 |
| 20 | 83 | 88 | 50 | 94 | 0 | 111 |
| 17 | 91 | 92 | 61 | 91 | 0 | 115 |
| 15 | 92 | 85 | 44 | 81 | 0 | 106 |
| 12 | 89 | 92 | 55 | 81 | 0 | 107 |
| 10 | 90 | 80 | 34 | 100 | 27 | 112 |
| 6 | 12 | 13 | 0 | 35 | 0 | 36 |
| Totals | 124 | 122 | 72 | 134 | 27 | 156 |

Daily QSOs (last 30 active) [Clickable]

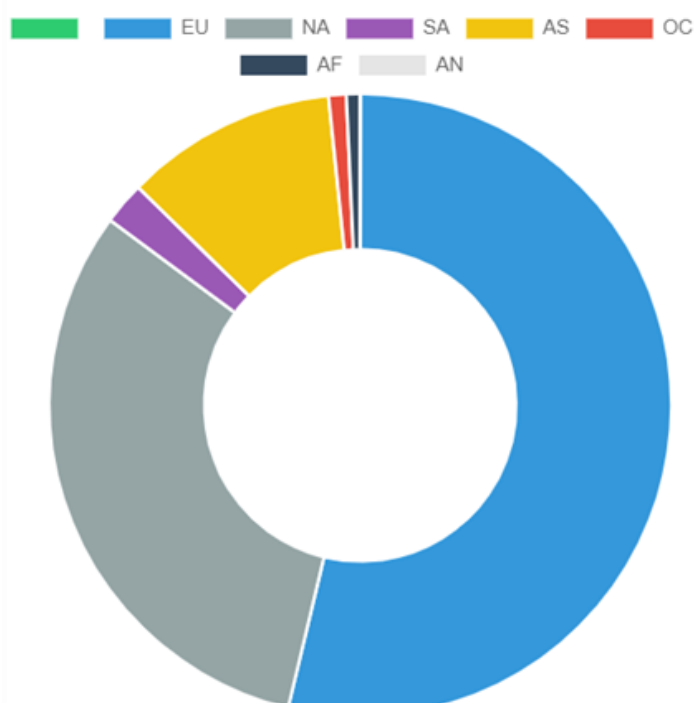
| Date | Total QSOs | Uniques | Uniques % |
|------------|------------|---------|-----------|
| 25-02-2024 | 860 | 118 | 13.7 |
| 24-02-2024 | 3999 | 507 | 12.7 |
| 23-02-2024 | 1724 | 257 | 14.9 |
| 22-02-2024 | 6378 | 991 | 15.5 |
| 21-02-2024 | 7627 | 1213 | 15.9 |
| 20-02-2024 | 7460 | 1143 | 15.3 |
| 19-02-2024 | 7399 | 1471 | 19.9 |
| 18-02-2024 | 6686 | 1577 | 23.6 |
| 17-02-2024 | 8827 | 2310 | 26.2 |
| 16-02-2024 | 7640 | 2127 | 27.8 |
| 15-02-2024 | 10726 | 3997 | 37.3 |
| 14-02-2024 | 3830 | 2345 | 61.2 |
| 13-02-2024 | 344 | 340 | 98.8 |
| Totals | 73500 | 18396 | 25.0 |

Multiband QSOs

| Band | Total | Total % |
|--------|-------|---------|
| 10 | 21 | 0.1% |
| 9 | 602 | 3.3% |
| 8 | 664 | 3.6% |
| 7 | 833 | 4.5% |
| 6 | 942 | 5.1% |
| 5 | 1217 | 6.6% |
| 4 | 1389 | 7.6% |
| 3 | 2004 | 10.9% |
| 2 | 3035 | 16.5% |
| 1 | 7689 | 41.8% |
| Totals | 18396 | |

Breakdown by Continent

| Continent | Total QSOs | % |
|---------------|------------|-------|
| | 9 | 0.0 |
| Africa | 522 | 0.7 |
| Antarctica | 1 | 0.0 |
| Asia | 8097 | 11.0 |
| Europe | 39488 | 53.7 |
| North America | 23073 | 31.4 |
| Oceania | 677 | 0.9 |
| South America | 1633 | 2.2 |
| Totals | 73500 | 100.0 |



Continent By Mode

| Band | SSB | FT8 | CW | RTTY | FM | Total | Total % |
|--------|-------|-------|-------|------|-----|-------|---------|
| | 1 | 8 | 0 | 0 | 0 | 9 | 0.0% |
| AF | 168 | 171 | 143 | 37 | 3 | 522 | 0.7% |
| AN | 0 | 1 | 0 | 0 | 0 | 1 | 0.0% |
| AS | 699 | 4167 | 3061 | 170 | 0 | 8097 | 11.0% |
| EU | 10037 | 15744 | 11790 | 1766 | 151 | 39488 | 53.7% |
| NA | 5561 | 5454 | 11477 | 533 | 48 | 23073 | 31.4% |
| OC | 109 | 363 | 192 | 13 | 0 | 677 | 0.9% |
| SA | 426 | 702 | 447 | 51 | 7 | 1633 | 2.2% |
| Totals | 17001 | 26610 | 27110 | 2570 | 209 | 73500 | |

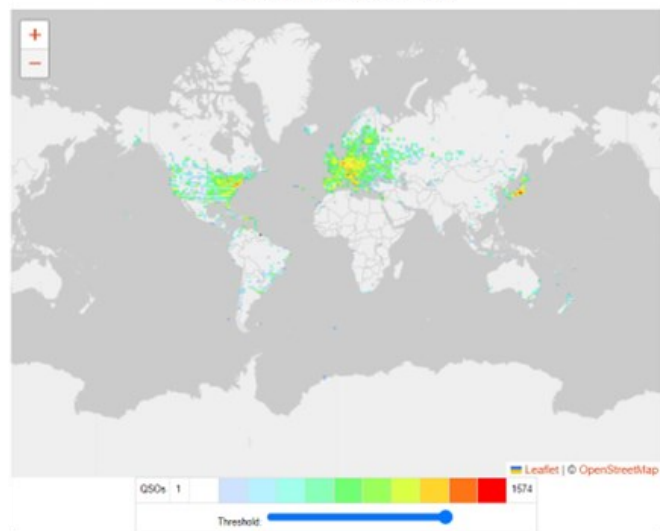
Continent By Band

| Band | 6 | 10 | 12 | 15 | 17 | 30 | 160 | 80 | 40 | 20 | Total | Total % |
|--------|-----|-------|------|-------|------|------|------|------|------|-------|-------|---------|
| | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 9 | 0.0% |
| AF | 23 | 93 | 82 | 70 | 76 | 31 | 11 | 23 | 37 | 76 | 522 | 0.7% |
| AN | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0.0% |
| AS | 0 | 1465 | 999 | 1163 | 983 | 1128 | 25 | 131 | 992 | 1211 | 8097 | 11.0% |
| EU | 5 | 6628 | 6010 | 4992 | 5475 | 3130 | 1578 | 2274 | 3365 | 6031 | 39488 | 53.7% |
| NA | 97 | 4260 | 2625 | 3553 | 2799 | 1609 | 1160 | 1548 | 2143 | 3279 | 23073 | 31.4% |
| OC | 2 | 72 | 36 | 113 | 102 | 89 | 2 | 31 | 113 | 117 | 677 | 0.9% |
| SA | 172 | 278 | 193 | 171 | 229 | 155 | 60 | 91 | 141 | 143 | 1633 | 2.2% |
| Totals | 300 | 12797 | 9946 | 10063 | 9668 | 6143 | 2837 | 4098 | 6791 | 10857 | 73500 | |

Expedition Impact On Users' Totals (info)

| Band | 160 | 80 | 60 | 40 | 30 | 20 | 17 | 15 | 12 | 10 | 6 | Total | Total % |
|---------------------|-----|------|----|------|------|------|------|------|------|------|----|-------|---------|
| New Band | 565 | 718 | 0 | 951 | 932 | 1265 | 1191 | 1094 | 1547 | 1258 | 34 | 9555 | 42.0% |
| New Mode | 21 | 21 | 0 | 85 | 169 | 161 | 158 | 180 | 151 | 212 | 7 | 1165 | 5.1% |
| New Band + New Mode | 112 | 73 | 0 | 175 | 278 | 261 | 309 | 356 | 317 | 464 | 17 | 2362 | 10.4% |
| New Slot | 209 | 311 | 0 | 608 | 321 | 840 | 868 | 812 | 948 | 1012 | 10 | 5939 | 26.1% |
| New DXCC | 68 | 78 | 0 | 293 | 560 | 487 | 577 | 444 | 411 | 806 | 29 | 3753 | 16.5% |
| Totals | 975 | 1201 | 0 | 2112 | 2260 | 3014 | 3103 | 2886 | 3374 | 3752 | 97 | 22774 | |

Density of stations worked by locator



Sponsors

We would like to express our gratitude to all our esteemed sponsors, supporters, and volunteers. This project would not have been possible or as successful without their participation. Below is a list of the supporting clubs, foundations, and corporate sponsors.

Clubs and Foundations

Northern California DX Foundation / Swiss DX Foundation / Bavarian Contest Club / Clipperton DX Club
German DX Foundation / Far East DX Ploitors / European DX Foundation / Chiltern DX Club
International DX Association / Mediterraneo DX Club / EI DX Group

Corporate Sponsors

DXEngineering / ICOM USA / Audio2 / Spiderbeam / Messi & Paoloni / Mastrant / 4O3A / HE IT-Service
ACOM / EMS Solutions / Smart Radio Concepts / G3TXQ Hexbeam / HamParts / Bausch Gall GmbH
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... and the many individual sponsors, contributors and helpers listed at www.8R-2024.com/sponsors.

QSL Card Preview

All 8R7X QSOs were regularly uploaded to LOTW throughout the DXPedition. Physical cards can be requested through the bespoke MØOXO OQRS, accessible at <https://www.m0oxo.com/oqrs/>.

Front



Back



VP6G Story

By Gerben A. Menting, PG5M

A Little Bit of History

I have been interested in Pitcairn Island for a long time, for two reasons. In the first place, Firstly, Pitcairn Island has a unique history and secondly, it is an interesting location for a DXpedition. If you do not yet know the story, I advise you to read about the mutineers of the Bounty. In December 1787, the HMS Bounty left England to gather breadfruit trees in Tahiti. They arrived in Tahiti in April 1789 where they stayed for six months. After they left Tahiti, there was a conflict between captain Bleigh and acting-Lieutenant Fletcher Christian who seized control of the ship from their captain. Bleigh and 18 crew members were put in an open longboat in the middle of the ocean. Fletcher Christian and 9 mutineers with their 9 Tahitian wives and 6 Tahitian men later settled on



Pitcairn on 15 January 1790. The current population of about 50 people on Pitcairn are all descendants of these mutineers. There are many sources of information, and even movies, about Pitcairn.

Introduction

I started to explore what I would need to get there. Two things should go in parallel, i.e. finding and booking suitable accommodation and arranging the transportation. The latter included several flights and a long boat trip.

For personal reasons I could only make concrete arrangements not further than 3 months ahead. The most difficult part was to get a confirmed seat on the MHS Silver Supporter, as it can only accommodate 12 passengers. First I was placed on the

waiting list but soon I got a confirmation. That was the start of organizing the flights and accommodation. The Silver Supporter is the ship that brings supplies 4 times a year from New Zealand to Pitcairn. In addition, they have a more frequent schedule between Mangareva (Tahiti) and Pitcairn. I booked the voyage from Mangareva to Pitcairn that would last more than two days.

I booked my regular flights to Papeete with KLM and AF. From Papeete you can only fly with Air Tahiti, which goes only twice a week. That flight connects perfectly with the departure of the Silver Supporter for which they use an ATR72, which is a small plane. I had to make sure I got a seat on that flight. Since I had 3 pieces of luggage, I needed to secure 2 extra cases as excess luggage. That turned out to be rather difficult. Officially they tell you that you can make arrangements for any excess baggage at the counter two hours before departure. If space permits, they can take it. Obviously, that was not acceptable to me as I wanted to be sure that all luggage would be on the flight with me. In the end, I did make arrangements with Air Tahiti cargo department (called Fret).

When planning the flights I made sure to build in time buffers in between the flights, in case I would experience delays or other unforeseen circumstances.

After several e-mail exchanges, I found suitable accommodation and made a booking with Brenda and Mike Christian. The accommodation was Plas Pitcairn Chalet, just 5 minutes' walk from Brenda and Mike their home, where I would also get my breakfast, lunch and dinner. With that, all arrangements were in place and ready to go.

Station Design

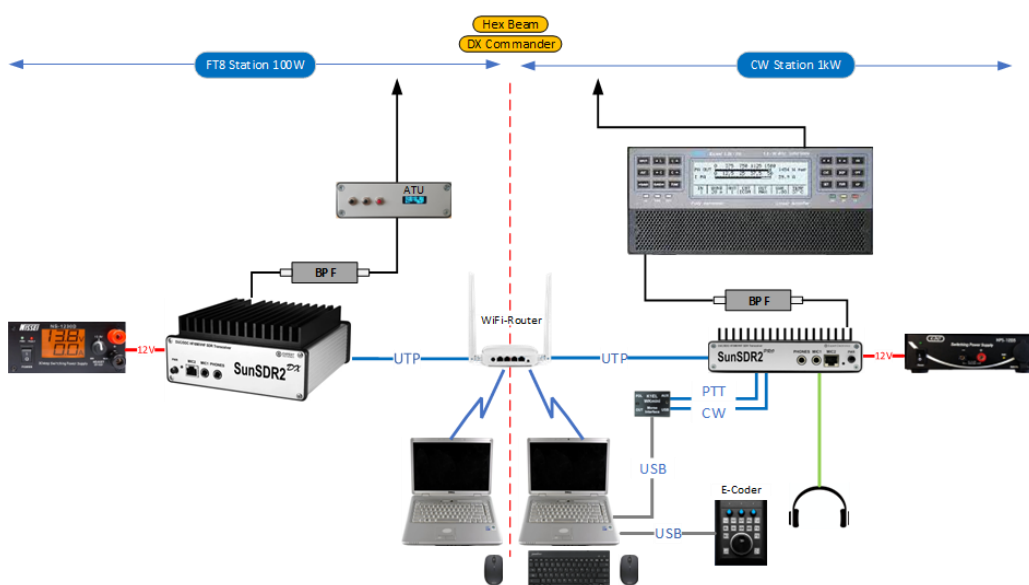
I decided to add a new mode to my operation, due to the popularity by the community, i.e. FT8. During the W8S DXpedition I could see how you easily could operate one station with CW or SSB and at the side operate FT8 and therefore I wanted to give it a try.

When going for a DXpedition with high costs, I did not want it to be cut short due to equipment failure. Thus, I planned to have all equipment redundant, radio, power supply, computer and antenna. The SPE amplifier was the only exception as it is too heavy to bring two.

I have a SunSDR2 PRO and SunSDR2 DX, so this was a good setup. The SunSDR2 PRO is a 20W version but for use with the SPE amplifier, you need less than 10W. The SunSDR2 DX is a 100W version and can be run without amplifier.

On the laptops I had N1MM+ for logging and MSHV for FT8. Both laptops and the SunSDR2 radios were connected via UTP to a small router.

To run two radios simultaneously, you need BPFs and place the antennas at a good distance from each other. I built especially for this DXpedition the BPFs designed by DG0SA (SK) and available from DH4YM. These are 200W versions but small and lightweight. Although I tried to judge from Google Earth where I could place

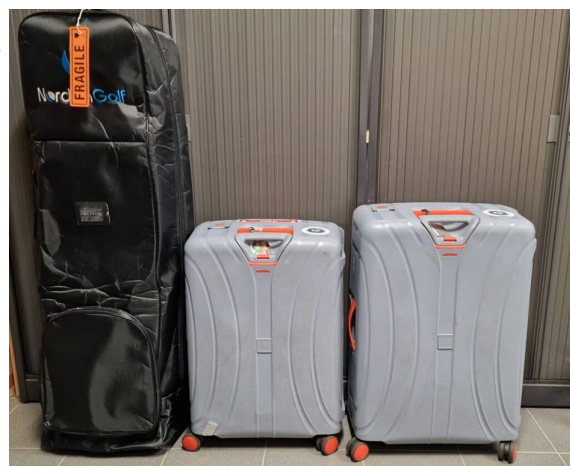


antennas, you need to see on the spot what is possible. But to be prepared, I decided I would need 30 meters and 70 meters of coax. As weight is a critical factor, I had been searching for the best solution and finally found the Messi and Paoloni Extraflex Bury 7 coax cable most suitable. It is low loss, can handle high power and 100 meters weights just 6 KG. As a corporate sponsor they donated this cable.

I spent quite some time figuring out how I could squeeze all the equipment (and little per-

sonal things) into 3x 23KG bags/suitcases. Because of the length of the Spider pole for the DX Commander being 120 cm long, I needed at least one "odd size" bag. For that purpose, I purchased a golf bag. That could contain the DX Commander pole, the Hexbeam and the 100 meters of coax. This equipment combined weighed 23 kg already. One suitcase held the SPE amplifier, the base plate of the Hexbeam, one power supply unit and all the wires of the DX Commander, another 23 KG. All other equipment such as radios, power supply, cables, router, tools, etc. plus some personal stuff went into the second suitcase, yet another 23 KG.

I announced my DXpedition and created some pages on my web site (dx.to/vp6gq/). At the same time, I started to approach DX Clubs and Foundation for support of this rather expensive DXpedition. Fortunately, several clubs and foundations responded positively.



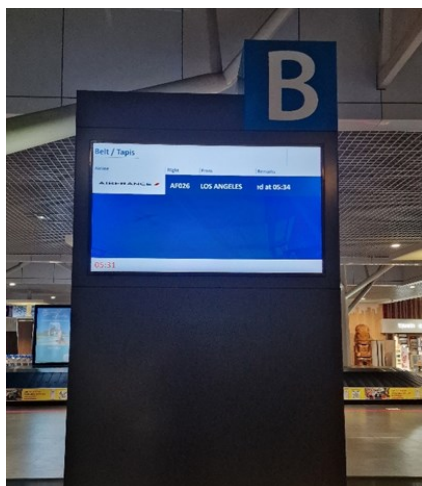
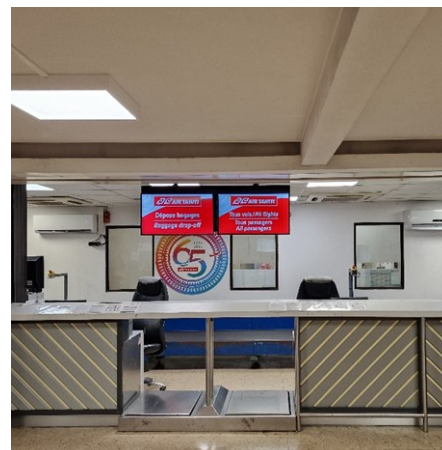
The Journey Begins

On Sunday 31st of March I departed from AMS airport at 8:00 LT to CDG airport in Paris. From CDG I flew to LAX (AF24) and from AF28 to PPT. In LAX I learned that one suitcase (the most important one, was left in Paris. After consulting Air France staff, I was told that the suitcase would be on the AF28 flight, and I would get it in Papeete once I arrived there myself.

At the baggage drop-off, where I also informed them about my missing suitcase, I could watch a TSA agent unpacking my golf bag. Everything went out, and probably was surprised to see what he found in a golf bag. Everything went back in the bag and it was transported in a lorry to... my plane? Yes, the golf bag made it to Papeete, but the other suitcase was still not in Papeete. I went to the Air France office to see what they could do. The lady there told me it would be on the next flight AF26, arriving at 05:30, which was only one hour before the departure of my next flight at 06:30 to Mangareva.

I went to the Air Tahiti service counter to discuss the case. The staff went to speak with the supervisor, and I was promised they would do the max to make it happen. With nothing more I could do, I went to get some sleep. Around 19:00 I went to the airport to change money as I needed to pay for the extra luggage in Mangareva for the return flight, which can only be paid in cash.

I woke up at 03:00 and went down to the lobby to get my golf bag from the locker, paid my bill and waited for the taxi. The taxi came at 04:00 as promised and a little later I was at the airport. I went to the Air Tahiti counter that was still closed but opened about 15 minutes later. I explained the situation and the staff were very understanding. I checked in two pieces of luggage. I was told I had excess baggage so had to pay. I showed him the invoice that I paid already in advance. He consulted his manager and came back saying that it was paid to Fret (the cargo department) so I had to check-in the extra luggage at the Fret counter. He showed me the way. When arriving there, everything was closed, and he told me they would open at 06:00. I realized that would not work for me as after checking 1 golf bag, I would need to run to the arrival hall to catch my suitcase from the AF26 flight and come back to them.



Therefore, I went back to the AT counter, checked-in the golf bag and paid excess baggage for two pieces. Next, I went to the arrival hall and waited until the AF26 arrived. I had already noticed that it would arrive 15 minutes ahead of schedule. I could hear the plane landing and I went into the arrivals hall. I was met by the lady of AF who was helpful and together we waited at the belt for my suitcase. She was already contacted by Air Tahiti who told her that 06:10 was the deadline. I think a few hundred suitcases went by until we saw my suitcase at 06:05. I grabbed it and rushed to the exit. There the AT staff were waiting for me and guided me to their counter to deliver the suitcase and put me through security. After that was done, I could walk straight to the plane. What a relief it was. The flight was first to the island of Hao where we stayed for about half an hour to refuel. Finally, we arrived in Mangareva. In Mangareva I saw for the first time all 3 baggage together. I had to meet a police officer who was stamping my passport because I was about to leave French Polynesia.

We went aboard a boat that brought us to the main island where we were welcomed by people from the M/V Silver Supporter.

A smaller boat brought 4 of the passengers with all the luggage to the Silver Supporter and came back to collect the remaining passengers. When you arrive at the Silver, they winch the whole boat up so you can easily step onto the main vessel. Finally, the smaller boat was parked on the vessel. The Silver Supporter is a Norwegian vessel, hired by the Pitcairn government. It has a very diverse international crew. Captain from Latvia, Engineer from Russia, Cook from Philippines. 8 people in total.



M/V Silver Supporter

The passengers all were assigned a hut, some were sharing. I shared a hut that had two separate sleeping cabins. In the shared room, there was a small desk, and a toilet/shower room. All perfect. Lots of food, three meals a day and always snacks and drinks.

Passengers: One young Russian guy, Simon from Scotland, Mona from the US, another man from the US, the police officer from New Zealand who came back from holidays, Melva returning home after a visit to the US, etc.

We arrived at Pitcairn when it was dark, and we had to wait until daylight before disembarking could start. The Pitcairn people came alongside with their longboat we were watching how to get off the Silver. Obviously the longboat is lying a lot lower than the deck of the Silver, so all luggage was handed one by one from the deck to the people in the longboat. For the passengers they had a rope ladder from which you had to climb down into the longboat. Wearing a life vest, they hooked everyone on a safety line during the descent.

Once all people and luggage were in the longboat, we went quickly to the harbor where most of the Pitcairners were welcoming us. The travelers were a mixture of people visiting for 3 or 11 days, people that came back home or people that came to Pitcairn for their business (like the only policeman on the island).

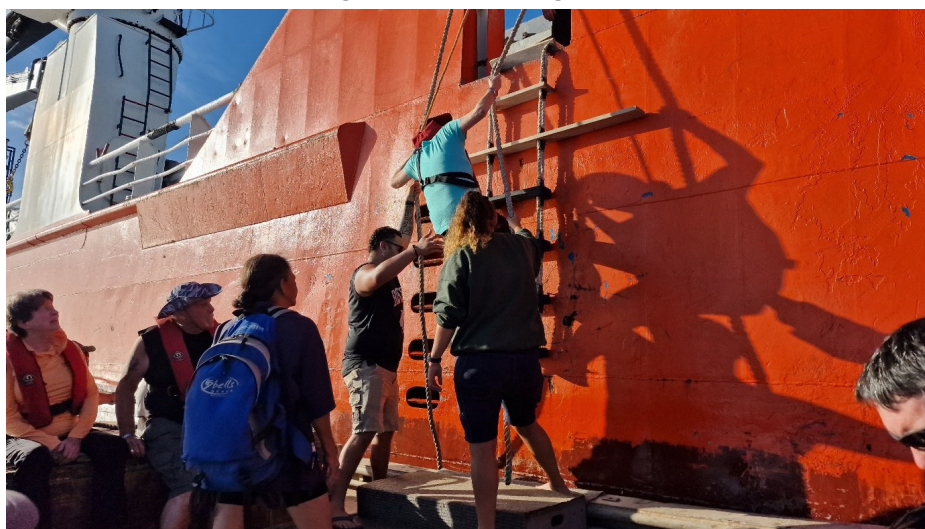




Pitcairn with the harbor visible and where they are waiting for us.



The longboat that would bring us ashore.



Using a rope ladder to get into the longboat.

I was greeted first by Meralda VP6MW after which Brenda Christian welcomed me. I rented the chalet from Brenda and Mike Christian, so Brenda would take me and my luggage to transport to the chalet, which would be my "home" for the next 11 days.

After I arrived at the chalet, I examined the environment and had to decide where to place the antennas. Originally, I wanted to have the antennas separated by some 80 meters but given the circumstances, I had to change my plan. I guess they finally were just 20 meters apart.

It was still early in the day, and I went on to put together the DX Commander. After that, I assembled the Hexbeam. At that moment I needed some help to erect the DX Commander and to fix the 6-meter-tall pipe to the veranda and place the Hexbeam on top of it. Both antennas were up and ready for operation late afternoon. Before operating, I checked the SWR of both antennas which was OK.

The next step was to put together my radio station, which would comprise of two stations, one for CW and one for FT8. I was quite sure that operating two radios at the same time, even by using BPF's, would not be feasible. However, on one occasion, I was able to operate CW on 20m and FT8 on 15m but further, I had to operate CW or FT8.

I experienced some RFI on the USB cable of the K1EL miniWK resulting in losing the COM port of the miniWK. I had brought a box with clip-on ferrite beads and applied several on the USB cable which solved the problem.

I received messages about FT8 Intermittent TX problems. I was informed by a DXpeditioner that they had a similar problem, and it was related to the SPE. Later people pointed to the radio as the problem. Therefore, I switched radios but that did not solve the problem. Others indicated it was related to the software, but I did not want to re-install software as it could end up in bigger problems. Consequently, people were experiencing problems, but overall, 7,827 QSO's were logged. I apologize for any trouble I have caused.



The electricity supply was excellent. Not so long ago, all homes in Pitcairn installed an advanced electric power solution, comprising solar panels, batteries, and an inverter. This was also the case for my chalet and therefore I had very stable and clean 240V AC, 24 hours a day.

For many years, Pitcairn had basic internet services provided via an Inmarsat ground station. Recently they started to replace this with a Starlink terminals at each home. Soon, telephone services via Starlink will be available too. With this new development I always had good internet available.



6m Operation

There were many JA stations looking for a contact with Pitcairn and I received several e-mails with suggestions and advise when I could best work Japan. I spent quite some time looking out for JA, which was just during dinner time. I skipped my dinner several times for that reason.

My first QSO on 6m was with Meralda VP6MW. What a surprise. Meralda is located at the center of Adamstown at a lower altitude and a bit closer to the sea. Between her location and Japan, there is a mountain – the same situation I was in. However, Meralda was able to make QSO's on 6m with JA's and I couldn't. It was strange that that many JA's were receiving me, but I did not receive any JA signal. That was a real pity for all those JA stations that were watching my activities. I was able to work other stations from TI, XE, PY, W, etc. Both VP6MW and I were using a Hexbeam for the 6m operation.

Weather

During my stay, we had a few rain showers. I experienced an increasing SWR on the Hexbeam during these rain showers. My conclusion was that rainwater was probably filling the space between the two square aluminum pipes that form the feedline of the Hexbeam. To overcome the problem, I went out to the veranda and kicked the antenna mast which resulted in raindrops falling from the antenna. I could see that this improved the SWR, but still I started to use the tuner of the SPE.

Propagation

I had prepared propagation charts and Jari OH6BG was so kind to provide me with a "short-path and long-path point-to-point HF propagation predictions" for VP6G which was also available from my web site.

Scandinavia turned out to be one of the more difficult areas from a propagation perspective and therefore needed extra attention. However, reality proved that I could work OH, SM, LA and OZ stations on several bands and they showed up in the pile ups like all others. Often the difference was that OH and LA station were presented with flutter.

Interestingly, sometimes I could hear the propagation moving from East to West over Europe. First the stations from Russia were loud, and next this moved to HA, OH, OZ, DL, F, etc. Nice experience.

With the solar cycle nearing its top, and long openings on the higher bands as a result, I wanted to work as much as I could on the higher bands. In the coming years this may be much more difficult, and focus will move to the lower bands.

Results

My aim was to make between 12,000 and 15,000 QSO's but I finally managed to get 16,241 QSO's in the log. As a CW-man, I'm happy that I was able to make more CW QSO's than FT8. There is a good balance between the three main continents, despite the critical notes on the DX clusters.

Operating Time

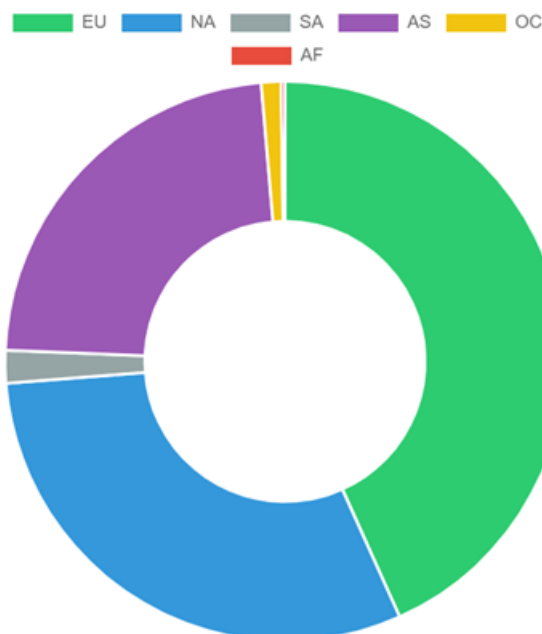
First QSO: 2024-04-05 05:38:41

Last QSO: 2024-04-13 22:21:18

Number of days: 8.70

Band/Mode breakdown

| Band | CW | FT8 | Total | Total % |
|---------------|-------------|-------------|--------------|---------|
| 40 | 344 | 870 | 1214 | 7.5% |
| 30 | 510 | 966 | 1476 | 9.1% |
| 20 | 1289 | 1285 | 2574 | 15.8% |
| 17 | 1144 | 2425 | 3569 | 22.0% |
| 15 | 606 | 939 | 1545 | 9.5% |
| 12 | 2335 | 699 | 3034 | 18.7% |
| 10 | 2185 | 595 | 2780 | 17.1% |
| 6 | 0 | 49 | 49 | 0.3% |
| Totals | 8413 | 7828 | 16241 | |



Sponsors

I'm very happy that 11 clubs and foundations were willing to sponsor my DXpedition, which helps to lower my personal investment in this rather expensive DXpedition.

These sponsors are: Clipperton DX Club, German DX Foundation, Swiss DX Foundation, The UK DX Foundation, Twin City DX Association, International DX Association, KC5WXA, Danish DX Group, Willamette Valley DX Club, Southern German DX Group, Northern Ohio DX Association and Messi & Paoloni.

I would also like to mention the donations made by individuals before the DXpedition, as well as those who donated a little extra on top of the fee for the QSL card/LoTW. A big thank you to all the above!

Back home, the work of the QSL has started already. Charles M0OXO is my QSL manager. He provides a great service, which some people underestimate in terms of the work involved, and the fact that it is all done on a voluntary basis.

More information: www.dx.to



Operating from Micronesia in November 2023: V62P (OC-155) and V62S (OC-299)

By Cezar Trifu, VE3LYC



My project of operating from Micronesia originated almost five years earlier. I planned to activate OC-299, the only IOTA group in Micronesia that had never been operated from, and OC-155, which was a very rare one, having only been operated from twice, in 1979 and 2004. The project was delayed though for several years due to the covid pandemic travel restrictions, complex logistics required in order to hire a semi-charter boat, rather than a full charter at double the cost, not to mention the passing of the transportation group's CEO following a fishing accident. However, discussions held in 2023 with the group's new CEO and the boat's captain were productive and as a result I booked the plane ticket to Weno (Chuuk) for October 26. Nine days prior to my departure I received the terrible news that

the boat captain succumbed due to a stroke. The CEO suggested that I should arrive there as scheduled, as their group will try to organize themselves following this unexpected loss.

It took the transportation group 12 days to gather enough passengers and cargo for a voyage to the Western Islands of Chuuk (OC-155). The plan was for me to travel with them as they would stop at eight of those islands, after which they will charter me to Satawal in the Eastern Islands of Yap (OC-299). I will be picked up a few days later and taken to Puluwat (OC-155), one of the Western Islands, after which the boat will service a hydro team travelling to a few neighbouring islands to collect data. The boat would finally return to Puluwat to extract me, before returning to Weno with both the hydro team and I.

The significant delay at the start of the voyage required a lot of patience, determination, and diplomacy. The return from Satawal and then Puluwat didn't go according to plan, and as a result I was able to operate longer than intended from each of them. However, the uncertainty associated with those changes, particularly from Puluwat, was rather severe. Laying down and sleeping on a hardwood bunk and bench on the boat and Satawal, respectively, as well as on a concrete floor in Puluwat for 24 straight days and nights was not exactly what I was prepared for. I usually like to travel light on my expeditions, so that I can move around quickly when needed. As such, I had to borrow a bed sheet, a blanket and a pillow from Weno, which allowed me to lay down on a clean surface, as didn't offer any comfort.



Satawal has an area of half a square mile and 500 inhabitants, organized in three villages, each led by a Chief. The school serves all three villages and enrolls 130 students, not including pre-schoolers. The island has a wide system of solar panel farms, installed before the covid pandemic, which was designed to operate with normal acid batteries. Over time, the water inside them almost completely evaporated before the local maintenance noticed it, and despite later care the batteries are unable to hold any charge overnight.



Houses are located on higher ground, created with coral rocks, to prevent the ocean waters sweeping them during strong storms. People use huge tanks to collect rain water and built mechanical systems to pump it into small tanks placed on top of sheds, so that they can enjoy showers and use modern toilets. The high density housing created big problems for the placement and operation of my multiband vertical antenna. As such, after trying it at two locations, I abandoned the idea of having it in the village, and insisted to install it on the beach. The Chief allowed me to operate from a small open hut next to the beach, usually used by local men to congregate in the evenings and overnight inside.

Similar in surface to Satawal, Puluwat has about 300 inhabitants, organized in two villages. The school has about 70 students, not including pre-schoolers. It used to have a modern cantina, which has long been disaffected. There are no toilets on the island, as people are doing their necessities directly in the lagoon, or in buckets, later taken to the sea. Modern houses, built to replace those destroyed by the latest typhoon, have no provision for toilets. Household lots didn't offer the possibility to install the type of antenna I had. Consequently, I was hosted at the local school, in one of the classrooms, since the Deputy Mayor considered that it would be unsafe to have the equipment placed in an isolated area.

Once arrived on Puluwat, my schedule was to operate from Friday to Monday morning, over the weekend, which is why the school's Principal, who was also the Deputy Mayor's wife, agreed to let me setup the station there. As my departure was postponed, I insisted to move to a different location, so that the kids can use the central field during recesses. Despite my persistence, the Deputy Mayor was adamant that he cannot guarantee the integrity of my equipment at a different location, and convinced his wife to let me occupy the respective classroom for the entire duration of my stay on the island. There is no electricity on Puluwat, but the school has internet access. The system frequently hangs up after hours, and can only be reset in the morning.



The presence of sandflies on Satawal was confined to the beach during daytime, so it was a minor nuisance, since it only took a few minutes at a time for me to take the mast down and change the band connections on the vertical and the radials. On Puluwat though, mosquitoes would reign supreme after dark. Being up at night, operating, I kept scratching the bitten skin above the ankles so badly that it became severally infected. I always liked to have with me a tube of polysporin, an ointment that includes two or three antibiotics. I cannot explain why I decided to leave it at home now, but it was a big mistake. Gradually, the leg infection led to fever, which installed a general drowsiness.

When I go on expeditions I eat to survive, so I'm easy going with food. I specifically purchased some food for the voyage at sea for both the crew and I, but most of it didn't make it to the boat, something that I realized when we were out at sea.

Unfortunately, the food served by the crew was uneatable at times. The situation improved significantly on Satawal, but on Puluwat my hosts served me food every other day, as they were busy with various chores. I tried to rationalize it, but apart from the fact that it was totally insufficient for more than one serving, the climate was so warm and humid that the food would go bad really fast.

I purchased sufficient gas in Weno to allow me to have a generous use of the generator, but also gift the locals 5 gal on each of the two islands. I did gift the 5 gal in Satawal, but didn't manage to do the same in Puluwat. As a matter of fact, since the operation from there was extended, I had to rationalize fuel during the last couple of days on the island, as the locals were unwilling to sell me the tiniest amount, at any cost.



The tables below include the log statistics for both V62S (Satawal, OC-299) and V62 (Puluwat, OC-155). Note that the combined logs include chasers from 99 DXCC who had contacts with this DXCC entity.

| V62S | | Cont | QSO | % | Band | QSO | % |
|-------------|-------|-------------|------------|----------|-------------|------------|----------|
| QSO | 6464 | AF | 13 | 0.2 | 10 m | 179 | 2.8 |
| CW | 67.6% | AS | 1950 | 30.2 | 12 m | 1265 | 19.6 |
| SSB | 32.4% | EU | 2802 | 43.3 | 15 m | 2104 | 32.5 |
| Stations | 4104 | NA | 1436 | 22.2 | 17 m | 1458 | 22.6 |
| DXCC | 94 | OC | 197 | 3.0 | 20 m | 1439 | 22.3 |
| CQ Zones | 34 | SA | 63 | 1.0 | 30 m | 19 | 0.3 |

| V62P | | Cont | QSO | % | Band | QSO | % |
|-------------|-------|-------------|------------|----------|-------------|------------|----------|
| QSO | 2617 | AF | 2 | 0.1 | 10 m | 17 | 0.6 |
| CW | 76.6% | AS | 761 | 29.1 | 12 m | 797 | 30.5 |
| SSB | 23.4% | EU | 1009 | 38.6 | 15 m | 596 | 22.8 |
| Stations | 1977 | NA | 761 | 29.1 | 17 m | 122 | 4.7 |
| DXCC | 79 | OC | 67 | 2.6 | 20 m | 658 | 25.1 |
| CQ Zones | 32 | SA | 17 | 0.6 | 30 m | 427 | 16.3 |

Last but not least, I operated now from 29 remote and rare islands, including **15 of Top 10 Most Wanted IOTA groups World-Wide**, and **20 of Top 30**. Even if IOTA is not a programme that you are currently interested in, please take a moment and let the above sink in. There are 1137 IOTA groups activated to date.



A Book Review by Hal Turley, W8HC

A couple months ago, following the passing of Bob Allphin, K4UEE (SK), I was contacted by Jeff Cantor, K1ZN. Jeff is the treasurer of the Southeastern DX Club (SEDXC), the same local DX club of which Bob was a member. Jeff was inquiring about the K4UEE memorial donations and indicated that SEDXC was looking to make a special donation to INDEXA in Bob's honor. We discussed the fact that INDEXA was leaning toward directing this money toward the support of "Youth in DXpeditioning" and that our BoD would be working out the details at our April meeting.

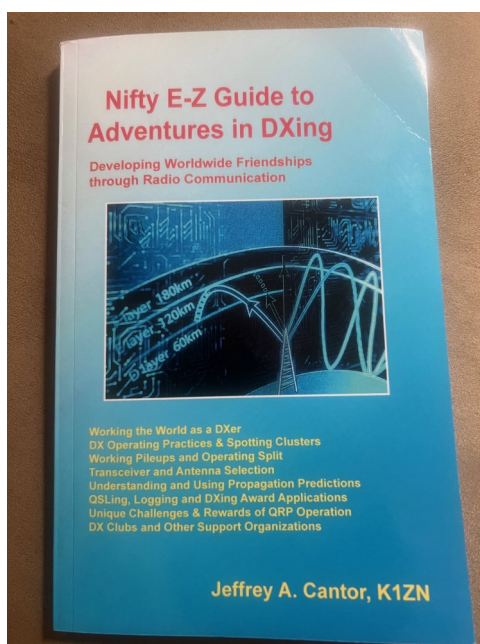
In the course of my conversation with Jeff, he told me about a book he had written and had published, "Nifty E-Z Guide to Adventures in DXing; Developing Worldwide Friendships through Radio Communication." As a DXer and someone who has experienced "worldwide friendships through radio communication" **and** as a book collector who was turned onto collecting radio related literature thanks to my friendship with the late Jim Maxwell, W6CF (SK), I was actually surprised that I did not have Jeff's book in the DX section of my personal library. Needless to say, after my phone conversation with Jeff, I went online and purchased a copy.

Jeff's "Guide" is indeed "Nifty" and "E-Z". The 118 page softback copy presents itself as a very useful resource, for both the novice DXer and Honor Roller alike. From my perspective, Jeff highlights all of the key topics in this segment of our great hobby to give the reader insight into just about every aspect of DXing that will set them on the road to success. Jeff presents a lot of this material anecdotally as well, lending a personal touch that makes the book an easy and relatable read. It is obvious that he is more than qualified as a DXer in his own right to share some of the knowledge he has gleaned over the course of his DX career.

Some of the chapters include: DX Operating Practices; Propagation; Documenting the Contact; DXing on the Top and Magic Bands and Unique Challenges of QRP-- to name a few of this 11 Chapter book. Jeff includes several really "handy" reference and resource sections including a listing of the DXCC Entities of the World in the book's appendix. There is really a lot of worthwhile DX information in this little book and deserves an easy access location in your station.

I think Jeff's book would make an exceptional gift to a young, or newcomer, to the DXing game. For me, I am happy to add this book to the DX section in my library!

The "Nifty E-Z Guide to Adventures in DXing; Developing Worldwide Friendships through Radio Communication" can be ordered from NiftyAccessories.com for \$18.95 at https://www.niftyaccessories.com/DX_book.php



| Band | QSOs | % DX | Graph |
|------|---------|-------|-------|
| 160M | 3,396 | 3.86 | |
| 80M | 24,137 | 12.43 | |
| 60M | 2,276 | 25.48 | |
| 40M | 131,186 | 23.07 | |
| 30M | 34,617 | 46.04 | |
| 20M | 309,321 | 49.06 | |
| 17M | 116,046 | 67.35 | |
| 15M | 336,116 | 67.93 | |
| 12M | 34,296 | 68.39 | |
| 10M | 76,768 | 52.20 | |
| 6M | 31,074 | 14.60 | |
| 4M | 65 | 0.00 | |
| 2M | 3,913 | 6.72 | |

Club Log DX Report

| Rank | Prefix | Entity Name |
|------|--------|--------------------|
| 1. | P5 | DPRK (NORTH KOREA) |
| 2. | BS7H | SCARBOROUGH REEF |
| 3. | CE0X | SAN FELIX ISLANDS |
| 4. | BV9P | PRATAS ISLAND |
| 5. | KH7K | KURE ISLAND |
| 6. | KH3 | JOHNSTON ISLAND |
| 7. | 3Y/P | PETER 1 ISLAND |
| 8. | FT5/X | KERGUELEN ISLAND |
| 9. | YV0 | AVES ISLAND |
| 10. | 3Y/B | BOUVET ISLAND |

| Mode | % Use | QSOs | Graph |
|--------------|-------|---------|-------|
| FT8 | 50.01 | 554,461 | |
| CW | 27.67 | 306,718 | |
| SSB | 14.74 | 163,413 | |
| FT4 | 6.86 | 76,027 | |
| MFSK | 0.22 | 2,397 | |
| PKT | 0.16 | 1,796 | |
| FM | 0.15 | 1,654 | |
| DIGITALVOICE | 0.04 | 496 | |
| RTTY | 0.03 | 314 | |
| DYNAMIC | 0.02 | 192 | |
| PSK | 0.01 | 116 | |
| MSK144 | 0.01 | 96 | |
| PAC | 0.00 | 51 | |
| All other | 0.08 | 890 | |



This report is sent to the [Club Log Google Group](#) every 7 days.

It's also available daily at 14:30Z from <https://clublog.org/dxreport.html>

It contains a summary of band conditions and activity, based on the data that you and other Club Log users have uploaded. If you have any suggestions or feedback on this report, please email Michael G7VJR at michael@g7vjr.org



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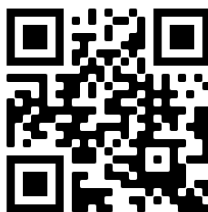
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Membership applications are available at:

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From the Editor:

If you have an article that you would like to share with INDEXA please pass along and I will get it in the Fall 2024 Issue.

73,
Steve KI4KWR
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